KIRKLEES METROPOLITAN COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAYS DEVELOPMENT CONTROL KP20H

PLANNING REF	2016/62/91573/W0/FT
CATEGORY	Small Major

PROPOSAL	DEMOLITION OF EXISTING REDUNDANT MILL BUILDINGS AND ERECTION OF 55 DWELLINGS WITH ASSOCIATED PARKING AND ACCESS FROM MANCHESTER ROAD *SHLAA REF 709*
LOCATION	CELLARS CLOUGH MILL, MANCHESTER ROAD, MARSDEN, HUDDERSFIELD, HD7 6LY
APPLICANT	DAVID STORRIE PLANNING

HDC Ref. No.	K1-17/9
Highway Officer	Mark Berry
O. S. Ref.	058 125
Date Received	15/08/2016
Target Date	05/09/2016
Date Returned	28/09/2016
Decision	
Route No.	A62
Road Name	MANCHESTER ROAD
Adopted	A
Footpath	COL/127/10
Footpath	COL/181/70
Footpath	COL/181/100
Footpath	COL/181/50
Footpath	COL/181/60
Footpath	COL/181/90
Highway scheme	No
N/A	
Checked by / date	Sarah Holdroy 15/08/2016

This application seeks approval to the demolition of an existing redundant mill buildings and erection of 55 dwellings with associated parking and access from Manchester Road at Cellars Clough Mill, Manchester Road, Marsden, Huddersfield

The proposals are to demolish the existing vacant mill building and to construct a new residential development of circa 55 dwellings, which will be served from an improved access off Manchester Road.

A previous planning approval for the conversion of mills and offices to 101dwelling units and 9 live/ work units along with a gym, pool, shop, meeting room, and bike store was approved in 2008, application number 2007/3456.

Subsequently a planning application to extend the time limit on the approval was also granted during 2011 (planning application 2011/91795).

These proposals included substantial improvements to the existing access road and the widening of Manchester Road to create a right turn lane and refuge.

The site contains an existing vehicular access in the form of a simple priority junction off Manchester Road (A62) with kerbed radii on both sides. The access road contains a mix of surfacing including bituminous macadam, compacted and loose material and is generally in very poor condition.

The access is around 5m in width as it meets Manchester Road, and is at an acute angle with all vehicular movements permitted. The access road contains a 1 in 10 downhill gradient and travels over the River Colne via an existing bridge as the road approaches the business park buildings, with a width of 5.6m between parapets.

The existing access junction provides visibility splays of 2.4m x 120m to the west, and 2.4m x 75m to

the east (taken to centre line).

There are public rights of way within the vicinity of the site, which consist of Public Footpath COL/181/100 which travels along the existing access road until it meets two other public footpaths (COL/181/50 & COL/181/90) located on the far west side of the site. Public Footpath COL/181/90 provides access to the nearest bus stops from the site on Manchester Road.

Vehicular access to the development is proposed from an improved junction off Manchester Road. The proposed junction improvements include the widening of the access to 5.5m for the first 10m.The access road will then be reduced to 4.8m and will continue until it reaches the existing bridge over the River Colne to the development, where the carriageway will be reduced further to 4.1m. A 1.8m wide footway is to be provided along one side of the access road leading towards the bridge, which would then reduce to 1.2m in width over the bridge.

Visibility from the existing access along Manchester Road to the western side the access is around 120m Due to the alignment of Manchester Road visibility to the east is restricted to around 75m.

A previous speed survey (as part of the Revised Transport Assessment for Planning Application 2007/93456) was carried out by Bryan G Hall and determined that the 85th percentile wet weather westbound traffic speed was 37mph with a 35mph mean traffic speed. Therefore, using the visibility splay requirements within Design Manual for Roads and Bridges there is a shortfall of 20m.

Over the bridge the proposed layout will provide an internal access road travelling southwest to northeast, with an additional access that forms a loop road located on the southeast side of the road.

A turning head and proposed loop road arrangement are to be provided to allow a large refuse vehicle to enter and leave the site in a forward gear.

This application provides insufficient information to allow proper highway assessment.

Access

The Transport Assessment concludes that if the existing site were to be re-developed as a business park the proposed development would offer a substantial net reduction in trips using the existing access.

Highways view is that given that the existing complex has been disused and vacant for a considerable number of years it is not considered likely that it could be redeveloped and the conclusions of the Transport Assessment in this respect are not accepted and this application should be assessed has a free standing application in its own right.

The improvements proposed by the previous approval including the widening of Manchester Road to create a right turn lane with the provision of a pedestrian refuge are still considered necessary.

The proposed improvements to the access road included in the previous application are also considered necessary with increased widening at the access and to the severe bend in the access road. Ideally the carriageway width should be 5.5 metres in width with a 2.0 metre wide footway and 0.6 metre hard margin. Vehicle restraint will need to be shown to be provided along the length of the access road.

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The proposed sight lines onto Manchester Road are based on a 2007 survey. These need to be based on up to date speed survey information. The sight lines should be measured to the carraigeway edge and not the centre line given that there is currently no phisical seperation between the carriageway lanes.

Existing Bridge

To be considered suitable for adoption the existing bridge will require a full structural assessment in accordance with Highway codes which will need to be approved by the highways structures section. The existing structure with a width of only 5.3 metres is unlikely to be considered suitable for adoption.

Highways recommendation is that the applicants are asked to meet with our structures section at an early date to discuss the assessment and the implications for the development.

Parking

In terms of parking standards there are a number of issues as follows:

Plots 1 to 4

Insufficient space is provided to the frontage of plot 1 to allow 2 vehicles to park
The width of the access road to the frontage of these plots is narrow and provides insufficient space to allow comfortable turning and manoeuvre into the proposed parking spaces.

Access to plot 3 is across the junction radii with the main spine road through the site.

Plots 5 to 24

Whilst the parking to these plots is unusual with a 10 metres double length garage these proposal provided 3 spaces to 4 bedroom dwellings and are considered acceptable

Plots 25, 26 and 27 to 30.

The parking standards are acceptable for these plots.

Plots 31 to 33

Only 2 parking spaces are provided to 4 bedroom dwellings. Three spaces are recommended.

Plots 34 to 46

The parking to all of these plots is considered cramped and too narrow. Where tandem parking is proposed it is recommended that the parking spaces are widened to a minimum of 2.7 metres.

Plots 51 and 53 to 55

The parking standards are acceptable for these plots

Plot 55

Only 2 parking spaces are provided to 4 bedroom dwellings. Three spaces are recommended.

Servicing

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Swept paths are needed to demonstrate that an 11.6 metre refuse vehicle can enter and turn within the site including the loop road and turning head.

Layout

A footway is considered necessary to the northern side of the access road with the loop road designed has a shared surface carriageway. 600mm hard margins are needed to all sections of any shared surface carriageways

The whole of the proposed internal access road should be designed to achieve a maximum speed of 15mph. Traffic calming will therefore be needed along the straight length of carriageway to the frontage of plots 3 to 26.

Gradients

Longitudinal section through the centre lines of the roads and cross section at intervals along the access road should be provided.

Metro

WYCA advise that bus stop number 19375 should have a shelter installed at a cost to the developer of around £10,000; this payment also includes maintenance of the shelter. A new shelter would benefit the residents of the new development. The shelter should include seating, lighting and bus information and should be provided by a contractor of WYCA's choosing.

We recommend that the developer contributes towards sustainable travel incentives to encourage the use of public transport and other sustainable travel modes through a sustainable travel fund. The fund could be used to purchase discounted Metro Cards for all or part of the site. Based on our current RMC scheme, there is an option for the developer to purchase (in bulk) heavily discounted Residential Metro Cards (circa 40% discount) as part of a wider sustainable travel package. Other uses could include personalised travel planning, car club use, cycle purchase schemes, car sharing promotion, walking / cycling promotion and or further infrastructure enhancements. The payment schedule, mechanism and administration of the fund and RMC scheme would be agreed with KCC and WYCA and detailed in a planning condition or S106 agreement. The contribution appropriate for this development would be £26,468.75

On behalf of
S. Sampson - Group Engineer
Highways Development Control

HDC REF